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and the colonists" from the United States, and marked the beginning of the development which culminated in the siege of the Alamo and the battle of San Jacinto. The book presents a clear discussion of the causes of the Revolution and of the various plans of government that were advocated during this interesting period of Texas history. The account of the siege of the Alamo is graphic and stirring. The experience of the Republic and the events leading to annexation are also succinctly stated. The error made by those people who think that "the colonization of Texas and the revolution was the work of the 'slavocracy'" is very properly pointed out by Professor Garrison.

The author discusses in a very satisfactory way the educational and economic progress of Texas, but, strange to say, has very little to say about the religious development of the state. The importance of this subject demands that it should have more space than is given it in this book. The closing chapter, on "The Texas of To day", is replete with interesting information skilfully presented, and makes a very satisfactory conclusion to this valuable contribution to American history.

FRANKLIN L. RILEY.

Admiral Porter. By JAMES RUSSELL SOLEY, formerly Assistant Secretary of the Navy. [Great Commanders Series.] (New York: D. Appleton and Company, 1903. Pp. x, 499.)

MR. JAMES RUSSELL SOLEY'S long-expected life of Admiral Porter has finally appeared and fulfilled all the expectations based on the character of the subject and the known ability and special knowledge of the author.

Porter was a great sea-officer; it is not too much to say, one of the greatest. If there is anything in heredity, he was a marked instance. Begotten in time of war, his qualities were naturally such as should have come from such a father as was the famous captain of the frigate *Essex*, with whose great successes in the Pacific his birth was coincident. The boy was bred in an atmosphere steeped with the romance of the sea, and his later life was but a continuation of as picturesque and romanceful a history as the sea produced in the last century. One must hark back to Elizabethan days for a parallel to the lives of this remarkable father and son. The father left the service through pique on account of what he regarded an unjust court-martial, the result of taking into his own hands the punishment of the authorities of a little town in Porto Rico for maltreating one of his officers who had landed in search of pirates. He was offered and accepted the command of the naval force of Mexico, then establishing her independence of Spain, and carried with him young David, then nearly thirteen, as a midshipman. The boy saw in this capacity three years of wild adventure and a great deal of fighting under the immediate command of his cousin David H. Porter, who had also taken service under the Mexican government. But his career as a Mexican naval officer was closed in the desperate action fought by the brig *Guerrero* off Havana with the Spanish frigate *Lealtad*, in which his

cousin was killed with a loss of eighty others. When released from prison in Havana, his father having given up his Mexican command, young Porter was sent to school in Chester, Pennsylvania, to remain a year only, when on January 2, 1829, he was appointed a midshipman in the United States Navy.

Porter's service in the war with Mexico was notable for vigorous action, as was indeed all his service in the old navy wherever opportunity offered. The outbreak of the Civil War, however, found him at forty-seven dissatisfied and despairing of advancement, and he was about sailing for California with a view to giving up the service for good and all, when his intention was overturned by orders from President Lincoln to take command of the *Powhatan* to form a part of an expedition for the relief of Fort Pickens and the reoccupancy of Pensacola navy-yard. This extraordinary episode, one of the most astonishing in the whole administration of our own or of any government, shows with perfect completeness the want of system to which our military and naval services have always been prone through want of anything like a general staff. The story is one to mark a moral, and should be read by every one who has views on military matters. While Porter himself cannot be excused altogether, his conduct while in command did him honor, and had he had the direction of affairs, instead of the incompetent officer in command of Fort Pickens under whose control the whole expedition was so improperly placed, the navy-yard, we have every reason to suppose, would have been saved, and ordnance and stores preserved instead of going to supply the batteries of the Confederate strongholds of the southwest.

One good result of Porter's command, however, was the directing of his attention to the opening of the Mississippi, of which he was the immediate instigator. It was only his rank which deprived him of the chief command of the expedition. The final selection of Farragut as leader (in early life an adopted member of the Porter family) was chiefly due to him. Porter, however, though a junior officer, was the only divisional commander in the fleet, having under him the twenty-seven vessels of the mortar flotilla, which was his own creation, and which did most effective service before Forts Jackson and St. Philip. The prominence given Porter in Farragut's councils is made clear in the admirably recited events of the campaign. Though the story is one in which the commander-in-chief is, of course, the great figure, Porter is shown to be a fine second. It is incidentally stated that General Barnard was strongly opposed to the passage of the forts; to pass them and appear before New Orleans was, he said, "merely a raid, no capture" (p. 149).

The episode of the Fort Pickens expedition may be said to have had a controlling influence on Porter's career, as it would seem unquestionable that to the president's personal interest, first aroused by the contact thus brought about, was due his appointment as acting rear-admiral and his selection to command the Mississippi squadron in August, 1862. He was thus advanced over some eighty officers of higher rank, some of whom were serving in the same squadron. This is a power granted the presi-

dent only in war, and its exercise in this instance was more than justified. Porter's work on the Mississippi and its tributaries is a heroic story reflecting the utmost honor upon himself and the service. He showed himself as strong in disaster as in success. His high qualities never appeared to greater advantage than in the disastrous Red River expedition.

When Farragut declined the command of the Fort Fisher expedition, Porter was thus the natural and necessary choice of the Navy Department. The reduction of Fort Fisher and the capture of Wilmington mark the close of his great operations. He was present in the James river when Richmond fell, and was detached from the command of the North Atlantic squadron, April 28, 1865, four years and twenty-seven days after the reception of his orders to command the *Powhatan*. He had thus been on active service from start to finish with the exception of a month's leave of absence before taking command of the Mississippi squadron.

Mr. Soley has written a fascinating and inspiring book. Porter was too great an officer to disappear into the background of history for the want of a historian, and though we have waited long, the right one has finally come to do him justice. The book is admirable in all respects, and, while the author is enthusiastic for his hero, he would seem not unduly so in the light of General Grant's statement, quoted at the end, and made after the general had retired to private life: "Among naval officers, I have always placed Porter in the highest rank. I believe Porter to be as great an admiral as Lord Nelson. Some of his achievements during our war were wonderful. He was always ready for every emergency and every responsibility." F. E. CHADWICK.

A History of the Greenbacks with Special Reference to the Economic Consequences of their Issue: 1862-1865. By WESLEY CLAIR MITCHELL. [Decennial Publications, Second Series, Volume IX.] (Chicago: University of Chicago Press. 1903. Pp. xvi, 577.)

THIS volume is of triple interest: to the student of history it gives a careful investigation and an orderly arrangement of a part of the federal financial legislation enacted during the Civil War; for economists there is an interesting example of economic analysis; and the statistician is supplied with suggestive applications of statistical method. Part I. (pp. 3-131) treats of the history of the legal-tender acts; Part II. (pp. 135-420) of their consequences; and the appendixes (pp. 423-567) contain tables laboriously and ingeniously compiled for the purpose of elucidating the analysis undertaken in Part II.

The more strictly historical portion treats in successive chapters of the suspension of specie payments; of the first, second, and third legal-tender acts; and of "how further issues of greenbacks were avoided in 1864 and 1865". The chapter on the suspension of specie payments is practically a reprint of an article in the *Journal of Political Economy* (VII. 289-326). The account of the suspension, as well as that of the parliamentary details connected with the passage of the first legal-tender act, February 25, 1862, has been written many times, but Mr. Mitchell has